

B. F. TAYLOR,
Surveyor.
Lighters and Steam Launches
Supplied.

LOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sales Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 2068. 日七月正年八十二緒光

MONDAY, FEBRUARY 24, 1902.

一拜禮 號四十一月二英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,570,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.

NAGASAKI. LONDON.

LYONS. NEW YORK.

SAN FRANCISCO. HONOLULU.

BOMBAY. SHANGHAI.

TIENTSIN. NEWCHWANG.

PEKING.

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LTD.

PARRS' BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 21st January, 1902. [13]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months:—4 per cent.

" 6 " 3 "

" 3 " 2 "

T. H. WHITEHEAD,

Manager.

Hongkong, 9th July, 1901. [11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENTSIN.

HANKOW.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [12]

Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most reasonable rates.
Hubbuck's Paints and Oils, Hubbuck's Turpentine.
Sir Chas. Price's Compound Engine Oil.
Crane's Cylinder Oil.
"Glenfield" Boiler Fluid; "Zynkara" Boiler Fluid.
American "Valvoline."
Soapstone for Topsides, &c., &c., Boot-topping in two shades.
Baxters All long flax Canvas (the best in the market).
Gourcock All long flax Canvas and Grass Bleached Canvas.
Woodberry Canvas and Duck.
Ships' Upholstery a specialty, attended to by experienced European Assistants. Any kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902. [73c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Higashikagawa, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSSSEN & CO.,

sole Agents, Hongkong and South China.

776c) Telegraphic Address: MANNSWORTH, HONGKONG.

E. C. WILKS & CO.

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies. Ships' designs and Specifications Prepared.

Hongkong, 8th November, 1901. [121c]

Code Used:
A 1 and A B C, 4th Edition.

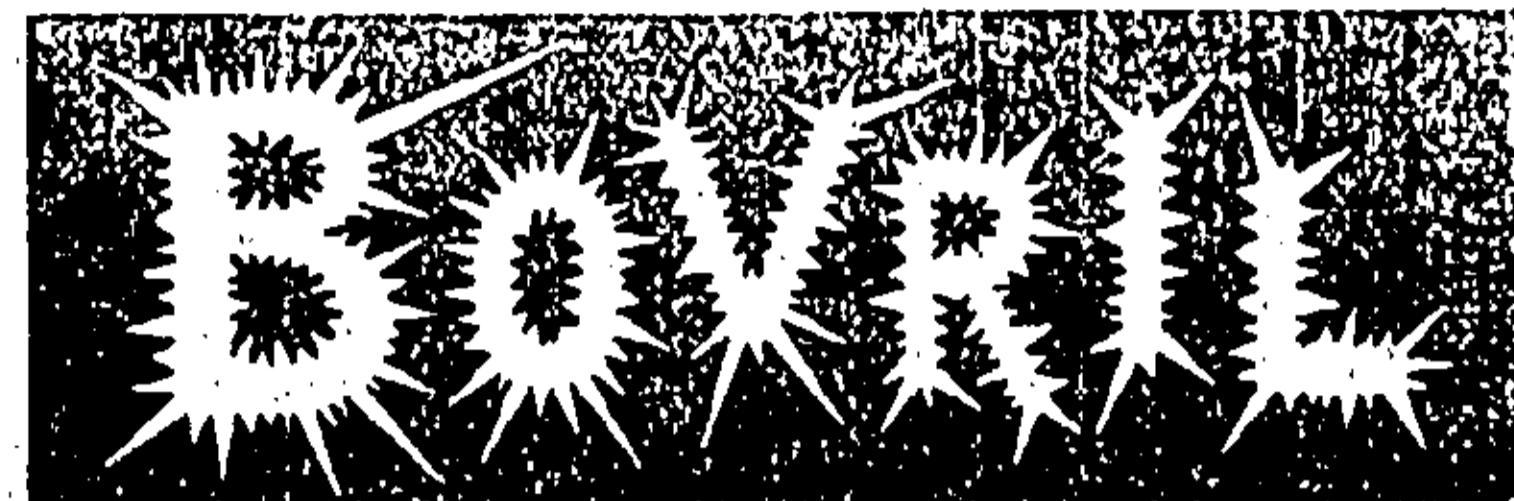
Telephone No. 76.

Intimations.

BOVRIL DEFIES DISEASE.

The fact that over 500 British hospitals and kindred public institutions use and prescribe Bovril is sufficient in itself to prove that it fortifies the system against disease. As rats infest a dirty, unhealthy tenement, so disease will instil itself a deranged system and take a hold. Bovril shakes the grip when disease is there by making clean, healthy blood; the attack weakens, the microbes die, and Bovril is triumphant. But do not use Bovril only to expel; rather prepare your system against the attack of disease by using it to invigorate, and create clean and wholesome blood and organs. The result will please you.

BOVRIL is an energising and sustaining beverage, which by its merits has become a household word from one end of the world to the other. Just as the electric light has surpassed the rushlight of our grandmothers, so Bovril has surpassed the meat extracts and beef teas of a quarter of a century ago. It is the culmination of scientific achievement in the production of a strengthening, nourishing and vitalising food beverage. In health, Bovril is a shield against the effects of a muggy, humid climate; in weakness, a substitute for regular meals; and in sickness, the right hand of the doctor and nurse in their efforts to provide the patient with true nourishing food, readily taken, palatable, and digestible.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT:
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT THOMAS SKINNER.
SUPERINTENDENT ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

24] HEAD OFFICE:—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. T. Lauts, Esq.
Chief Manager: GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [15]

THE DEUTSCH ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Thells 5,000,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Berlin Hankow Tsingtao (Kiautschou).
LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, UNION BANK OF LONDON, LTD., DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER, Acting Manager.
Hongkong, 21st December, 1901. [69c]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.
OTHER OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taihoh, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamanoto and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoum, Otsuji, Sagahara, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

503c]

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamanoto and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoum, Otsuji, Sagahara, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

Intimations.

The Old -

Familiar Beverage

STONE GINGER BEER,

VOLEPT "POP."



HOME BREWED.

\$1.75 per doz., less \$1.00 allowed.

Bottles returned.

WATKINS, LIMITED, CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES HALL,

No. 68, Queen's Road Central, Hongkong.

FACTORY—Mason's Lane.

WAI KIN TAI YEUK FONG.

房樂大建威

Branches also at

Canton, Shanghai, Hankow and Peking.

Hongkong, 10th February, 1902.

[74c]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE,

and conducted for several years by

H. E. POLLOCK, Esq., R. C. C.

TRUSTEES:

Hon. J. H. STEWART LOCKHART, C.M.G.

G. B. DODWELL, Esq.

R. SHEWAN, Esq.

SUBSCRIPTIONS—Payable in Advance.

\$7.50.....Per Half Year.

\$1.40.....Per Month.

The Library contains, in addition to Fiction,

a number of Standard Works on Biography,

History, Travels, &c., and Works of Reference;

and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER,

Hon. Secretary and Treasurer,

Ordnance Office.

Hongkong, 28th December, 1901.

[1413c]

DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,

2nd Floor.

[7d]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cast of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901.

[10]

WILLIAM MACLEOD, D.D.S.,

DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,

2nd Floor.

[7d]

THE BEST STORE

FOR

Beds, Bedding, Carpets, Rugs,

Cooking Ranges, Stores

of all kinds,

Household Linen,

&c., &c.

Hongkong, 19th February, 1902.

[55c]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,

STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,

Hongkong, Shanghai & Singapore.

[55c]

Hongkong, 28th January, 1902.

To-day's Advertisements.

PONIES! PONIES!! PONIES!!!

PUBLIC GROUP.

THE Undersigned have received instructions

to Sell by

PUBLIC GROUP,

on

WEDNESDAY, the 26th February,

at 4.30 P.M.

By permission of the Stewards,

within the Race Course compound near the

Grand Stand.

SEVERAL WALKERS and CHINA PONIES,

(including many Winners at the

recent Race Meeting).

Particulars as per Catalogues which will be

issued the morning of the sale.

HUGUES & HOUGH,

Auctioneers.

Hongkong, 24th February, 1902.

[23d]

THE HONGKONG FROZEN FOOD SUPPLY.

DRINK, No. 3, ICE HOUSE LANE.

A FRESH STOCK of PROVISIONS has

just been landed ex S.S. "TAIWAN"

from Australia.

Legs & Chops, Various.

Mutton, 25 c. per lb. 2 c. per lb. 15 c. per lb.

Lamb, 30 " 25 " 18 "

Pork, 35 " 39 " 20 "

Rabbits, 1.25 "

Ducks, 1.75 "

Bitter, fresh, 0.70 per lb. 1.10 per lb.

Cheese, Australian Duck, 1.35 per lb. cheese.

Bacon, lightly cured, 0.50 per lb.

Hams, lightly cured, about

tols each, 0.55 per lb.

Concentrated milk, 1 pint

tin, 0.40 per pint.

* NOTE.—To 1 pint of milk add 3 pints of

water.

In present form it can be used as cream.

WM. PARLANGE,

Manager.

Hongkong, 24th February, 1902.

[23d]

THE P. & O. S. N. Co.'s Steamship

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above

LODGE will be held at the FREE-

MANSON'S HALL, Zetland Street, on SATURDAY,

the 1st March, at 8.30 or 9 P.M. precisely.

Visiting brethren are cordially invited to attend.

Hongkong, 24th February, 1902.

[22d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIEN."

Captain Schmitz, will be despatched for the

above Ports, on or about SUNDAY, the 2nd

March.

For Freight or Passage, apply to

P. DE CHAMPAGNIN,

Acting Agent.

Hongkong, 24th February, 1902.

[22d]

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARAGONIA."

Captain Forst, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before, Noon,

TO-DAY.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns and all Goods remaining

undelivered after the 3rd March, will be subject

to re-charge.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on the 3rd March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINIE,

Hongkong Office.

Hongkong, 24th February, 1902.

[22d]

DRY AND EXTRA DRY.

To-day's Advertisements.

GEO. FENWICK & CO., LIMITED.

THE THIRTEENTH ORDINARY

GENERAL MEETING of SHARE

HOLDERS will be held in the HONGKONG

HOTEL, on MONDAY, the 3rd March, at

NOON; for the purpose of receiving the Report

of the Directors, declaring Dividend, and

electing Director and Auditor.

The TRANSFER BOOKS of the Company

will be CLOSED from the 20th February, until

the 3rd March, both Days inclusive.

By Order of the Board of Directors,

W. G. WINTERBURN,

General Manager.

Hongkong, 24th February, 1902.

[22d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON".

SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Arabia*.

be advisable to increase the capital unless absolutely inevitable. It would be much better, in my opinion, if money is wanted, in the future, if we raised it by an issue of debentures. I was quite expecting, Mr. Chairman, that you would make one or two remarks about Mr. Gillies, our late manager. I understand that some representation—or, rather, some petition from a few shareholders had been made to the directors to reconsider their decision in regard to the present to be made to Mr. Gillies, which, in my opinion, was inadequate. I was not here when that was passed at the half-yearly meeting, otherwise I should have voted for a very much more valuable present. Some shareholders may say that Mr. Gillies is a rich man, and that he has no family to support, but I do not consider that that is any reason why he should be treated differently from others. Mr. Ede, of the Union Insurance Company was a rich man and had no family and he got £1,000. I think some such similar amount would be the very least recognition we could give Mr. Gillies for his long and valuable service to this Company. I have much pleasure in seconding the accounts.

The Chairman—Before proceeding with the adoption of the report and accounts, I should like to explain that the question of the presentation to Mr. Gillies will be taken separately at a private meeting to be held after this meeting is finished.

The motion was then put to the meeting, and carried unanimously.

On the motion of Mr. H. Wicking, seconded by Mr. P. C. Potts, the appointment as directors of the Hon. J. J. Bell-Irving, Hon. C. P. Chater, and Messrs. H. P. White, G. H. Medhurst, and E. Goetz, was unanimously confirmed.

The Hon. J. J. Bell-Irving and Mr. E. Goetz, who retired by rotation from the Board of Directors, were re-elected, on the motion of Mr. G. M. Dann, seconded by Mr. E. W. Rutter.

Mr. Ho Fook moved that Messrs. T. Arnold and F. Henderson be re-elected auditors.

Mr. C. N. Young seconded, and the motion was carried without opposition.

The Chairman—That is all the business, gentlemen; I am much obliged to you for your attendance. Dividend warrants will be ready on application at ten o'clock tomorrow morning.

THE HONORARIUM TO MR. GILLIES.

At the private meeting held afterwards it was resolved to present Mr. Gillies with the sum of £5,000. The amount voted at the last half-yearly meeting was £10,000.

THE A. D. C. SMOKER.

At the Theatre Royal, City Hall, on Saturday evening, the Hongkong Amateur Dramatic Club, of which we have seen and heard so little this season, gave a smoking concert, which was fairly well attended. The pit of the theatre had been comfortably set out with numerous small tables, at which the Connaught House Hotel supplied liquid refreshment, the circle being left as usual.

The Band of the Royal Welch Fusiliers, under Bandmaster Moir, opened the concert by a selection from "A Runaway Girl," which was well received. The songs of Messrs. Ardron and Hay were well received, but the audience seemed to be somewhat sleepy after the races and no very great enthusiasm was manifested. Mr. Dale received an encore for his violin solo and gave "Cavalleria Rusticana." Mr. Worster and Surgeon Norris, R.N., the comic men, fairly bought down the house. A capital display of Indian club swinging was given by a squad of men from the Royal Welch Fusiliers, and they were forced to give an encore.

The programme was as under:

PART I.	
Overture	"A Runaway Girl".....Carroll.
String Band of Royal Welch Fusiliers.	
Song	"Herdong Song".....Sommerville.
Mr. G. H. Ardron.	
Violin Solo	"Nocturne No. 4".....Chopin.
Mr. C. H. Dale.	
Song	"Love's Pining".....F. H. Lehr.
Mr. C. H. P. Hay.	
Comic Song	"Little Dutch Brownshoes".....
Mr. W. G. Worcester.	
Comic Song	"If it wasnt for the Queen in between".....Surgeon Norris, R.N.
PART II.	
Overture	"Val Die".....
String Band of Royal Welch Fusiliers.	
Comic Song	Selected.....
Mr. E. D. C. Wolf.	
Musical Drill	By Squad of Royal Welch Fusiliers.
Comic Song	"The Idol".....
Surgeon Norris, R.N.	
Song	"The King's Minstrels".....Clio Pinault.
Mr. C. H. P. Hay.	
Song	"I'm the Plumber".....
Mr. W. G. Worcester.	
Song	"God Save the King".....

TIENTSIN DAY BY DAY.

(From Our Own Correspondent).

CHINA NEW YEAR.

TIENTSIN, February 8th. Railways and postal services are stopped or disorganized for at least a week and everything is generally topsy turvy. Contrary to custom the weather is mild and bright. Generally at New Year it is very cold up here. Nothing of much moment has occurred since the wretched audience, but I received a telegram shortly after it to the effect that the Empress-Dowager had not only felt surprised at the Ministers allowing her to occupy the Throne during their audience, but at them allowing their wives and friends to accept her invitation. She was quite prepared to retire at the first audience but the Ministers desired it, but as they made no demur and virtually addressed themselves to her, she felt triumphant confidence. With regard to the ladies she is said to have remarked "What fools those foreigners are; just a few presents and fair words and they will do anything". At the Minister's Audience it is said the Italian Minister was the only one who did not back out of the royal presence, but after bowing and retiring a few steps he turned and left the room in the ordinary way. Public

opinion here is a little inclined to pat the Italian Minister on the back accordingly.

Whether any influence has been brought to bear on the wretched Kung Iku during the exile from Peking to complete his efficiency as a No. 1 idiot, who can say? but he appears to have returned in a far more developed condition of imbecility than he went, and it is possibly due to this fact that the Dowager has been recognized, as it is of course absolutely necessary for the Ministers to have some figurehead to deal with.

Nothing is yet decided either about the City or the retirement of troops, and everything remains as it has been. The Germans do not manifest any inclination or intention to clear out.

Yuan Shikai has been memorializing the Throne to employ foreigners in the Foreign Department, and only to give positions to Chinese who have travelled and understand foreign affairs, and not to employ men, in the Foreign Department at least, by rank or favour, but entirely for ability, and to give all the most important posts to men who hold foreign diplomas.

If all this is sincere it is good. But it is to be feared that it is all dust, and that secret orders are being issued all the time to make a great display of reform, but in reality doing nothing; in fact I know that this is so. Na Tung has also memorialized for foreigners to be employed in the Revenue Department with the accounts, but whether this is a sincere suggestion or only made in order to show that the Court "does not fear" is hard to say. Na Tung and Jung Lu seem to be singled out for honours, the former now having been appointed Junior Vice-President of the Foreign Department Bureau.

An Edict on the 23rd, 12th moon, or Feb. 3rd, annulled the law by which Manchus and Chinese cannot intermarry, and gives new sanction to such marriages in future. It also advised the Chinese not to bind their daughter's feet so that intermarriage with Manchus might be facilitated. The Edict also ordered as many Manchus of 18, as possible to be sent abroad to study. This Edict will undoubtedly have a good effect on a large section of the public, who will see in it one of the most promising signs of progress. The object is not progress however, but to avert if possible the great rising against the Manchus which is bound to come some day unless intermarriage softens sentiment sufficiently to avert a crisis.

Another Edict of the same date orders 10,000 dollars to be brought up from the south to Peking, and put in circulation as an initial step to their general adoption as a convenient medium of exchange.

As you know, the question which affects Tientsin's future over and above all others is the River and Bar Improvement. Mr. de Linde, our local expert who is now engaged on the river, has just published a most exhaustive report on the more important portions of it. The funds required for the work are however somewhat startling. The cost of the necessary dredgers would not be less than £44,000, and the annual maintenance of the work at least £15,000, besides incidental expenses such as the experts' and surveying fees. With Tientsin City given back to the Chinese it is difficult to see where all this money would come from, as if we leave it to Chinese promise we shall have to wait as long in the future as we have waited in the past.

IMPROVEMENT OF TAKU BAR.
Mr. De Linde's report.

A report by Mr. A. de Linde, Engineer-in-chief of the Hai-ho Conservancy Commission, has just been published. The following are the material passages:

The Taku Bar is to the popular mind a little strip of shallow water situated some seven miles outside the Taku forts, and it is believed that steamers, having once crossed this obstacle their troubles are at an end and they may go on freely.

This is quite correct, but the inference usually made, namely, that this place once deepened the difficulty is overcome, is erroneous.

Inside the bar the water for a very considerable distance is only a very little deeper than on the bar itself, the difference being merely a foot or less. In other words, in order to improve the bar to the extent of say 4 feet, it would require not only the deepening of what is now popularly called the bar, but a total-distance of not less than four miles. Generally speaking the Taku bar is not one which is easily dealt with and more especially maintained, because, the outward slope (towards the sea) is very gentle, and it requires only comparatively small depths to raise the bottom.

The question whether a sand pump dredger or a bucket dredger may be used, is, from a financial point of view of paramount importance and in order to solve this knotty point I took, during the year 1899, samples from various places in the channel of the Taku bar. These were submitted to manufacturers of sand pumps in Holland, and to one in England, both of whom were firms of the highest standing and of the widest experience. Samples were also sent to an American expert who has designed some of the largest and most successful sand pump dredgers in the world. The answers received were at variance with each other; the two manufacturers, who had been asked to guarantee a certain output in this kind of sand, both saying that the sand might be pumped, though only at a low rate of output, but they were of opinion that the sand submitted is too fine to settle rapidly in the hopper (barge) and they fear that a large quantity would pass over the side together with the water. The American expert positively asserts that the sand is suitable for sand pumps, if properly built and the hopper suitably arranged. Through the kindness of the French Government, Mr. Bellville, the Engineer-in-Chief of the Seine Conservancy, was allowed to report on samples of sand. The sand of the Seine is also

very fine, though less so than that of the Hai-ho, and I print the very exhaustive and interesting report of Mr. Bellville.

[Mr. Bellville's conclusion is printed as follows:—

"My answer to the question submitted, viz: whether the Taku bar sand can be successfully dredged, is that the sand of the Hai-ho seems to be suitable for dredging, on the condition that special precautions are taken and especially that dredgers of specifications as given (in the course of the report) are used."

Some ten years ago the channel across the bar shifted, and it will be necessary to decide in which direction the outlet should be so as to get the greatest effect of the tide.

Mr. Lindon Bates' Opinion.

Before I submitted my questions to Mr. Bellville, Engineer-in-Chief of the Seine River Conservancy, I had previously obtained a report from Mr. Lindon Bates, an American engineer, who is probably the greatest living expert on the construction of dredgers. He has designed for the American, Russian, Indian and other governments the latest and by far the best dredgers ever built. The "Beta" used for the Mississippi bar at the official trial dredged nearly 6,000 cubic yards in one hour. More recently a larger suction dredger has been designed by Mr. Bates for the Russian government and is now at work on the Volga river.

Mr. Bates visited China during last summer and stayed at Tientsin. In conversation he expressed the opinion that it would be necessary to have one or two 18-in. or larger suction dredgers for the bar, which he, considering the nature of the bar, thinks would not require very much annual dredging to maintain a deeper channel.

A Favourable Report.

Mr. Bates' printed report (1900) to me is too long (23 pages) to quote in full. He says:—

"(It) is a favourable subject for a simple dredging treatment. Many illustrious examples have firmly established the principle, that through such a bar a deep water channel placed in such a direction that the flood and the ebb current act so far as possible in harmony, if the depth be made sufficient to resist action due to wind and waves, will be nearly permanent and will maintain its width and depth, until there is a departure from the ordinary regime, which would be due in this case to prolonged gales from the exposed quadrant or freshets."

This agrees with the observations I have made, except that the effect of freshets on the bar is very small.

Mr. Lindon Bates recommends one or two 18-in. suction dredgers, the same size as Mr. Bellville approves of. The former estimates the cost (including repairs, maintenance amortization, etc.) of running one 18-in. dredging plant at no less than Mex. \$8,000 per month, taking American wages as a guide, which is rather high. Mr. Bates considers that floating pipes might during fair weather be used for discharging the excavated material to the two sides of the channel.

My recommendation is that, if the necessary funds be available, an expert, recognized as such by the engineering world, be engaged to visit the port. If this be not done, there will be endless discussion as to what ought to be done, and though such discussions, even by persons unacquainted with such problems, or engineers without any information about the questions at issue and the various conditions bearing upon them, may be useful, it is, I think, of great advantage to the furtherance of the work, that an authoritative opinion be obtained by an expert selected by the authorities and parties interested.

A. DE LINDE.

Tientsin, January, 1902. February 11th.

A mail closes for the South to-day and I shall be able to get this off. Last night an International Carnival was held in the Gordon Hall and proved an absolutely unique experience for Tientsin, if indeed anything like it has ever been attempted in China before. An effort was made, to reproduce as far as possible, the Carnivals of the Rhineland or South America and, had more space been available, the reproduction would have borne comparison. As it was however, in spite of limited space, a really excellent programme of mad rolicking fun was carried out. The sides of the Hall were divided into four sections, and allotted to the Germans, Italians, Japanese and British, who "each decorated their section in their own style with the happiest results. The British was enclosed as a country inn, the house being most artistically painted by the clever hand of Col. Badrow of the 4th P.I. The Germans got up theirs as a hunting tent, the whole being covered with skins and heads, a large tripod and cauldron in one corner, and occupied by a party of Viking hunters, whose long flowing hair, winged caps, skin coats, bare braced arms, shields and swords was splendidly carried out. The Italians had some charming music and singing in their section, Mrs. von Hanneken and her three charming sisters wearing Italian peasant costume and playing castanets and tambourines. The Japanese did not effect much beyond quaint suits of old armour. The costumes of the great crowd were a revelation to Tientsin and, surprising, considering the difficulty in procuring either materials or tailors. After supper the battle of confetti and the march of King Carnival took place, and about two hours of pure mad fun took place, from the oldest to the youngest pelting each other with the tons of tiny paper confetti which filled the air like snowflakes, while penny whistles, trumpets, cakcals, songs and drums added to the joyful pandemonium of two bands! Even those who have attended carnivals in their native lands can hardly realize what the crazy merriment and noise of a carnival held in a small hall by about 400 can be, but it was very jolly and everything passed off without a hitch.

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Entertainment.

THEATRE ROYAL, CITY HALL.
COMMENCING WEDNESDAY, 26TH FEBRUARY.

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To the amusement-loving public of Hongkong,—The Management in submitting this company of entertainers, wish to draw attention to the fact that each and every artist is a performer of reputation and has been picked from the best theatres in Australia, England and America for this tour, and they have also played engagements at the finest theatres in England and America. In the programme we submit for our opening everything will be entirely new, nothing old or worn out, in fact a complete departure from the usual path of variety.

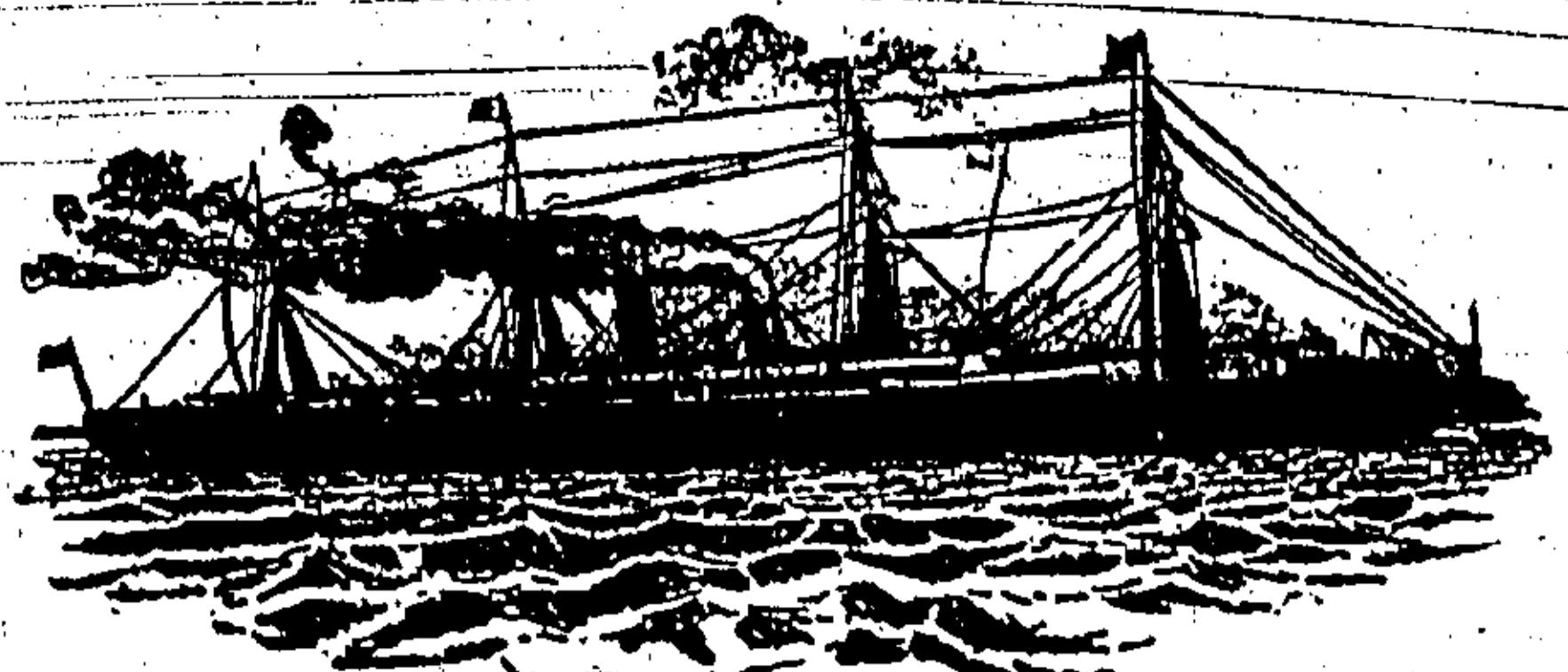
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PROPOSED SAILINGS FROM HONGKONG.

FRIDAY, 28th February, at Noon.

SATURDAY, 8th March, at Noon.

CHINA

TUESDAY, 25th March, at Noon.

DORIO

THURSDAY, 3rd April, at Noon.

NIPPON MARU

FRIDAY, 11th April, at Noon.

PERU

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 28th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

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Freight will be received on board until 4 p.m. the day previous to sailing, Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

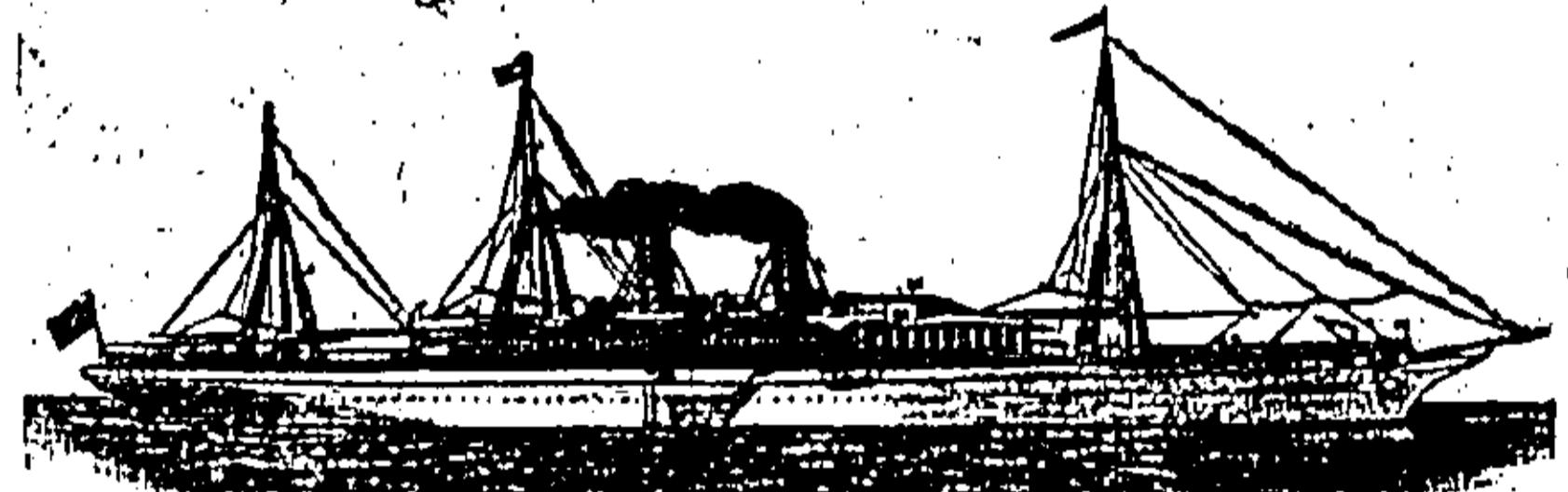
Consular Invoices will accompany each shipment of cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th February, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

ATHENIAN*.....Comdr. H. MowattWEDNESDAY, 26th February.
EMPEROR OF JAPAN*.....Comdr. H. Pibus, R.N.R.WEDNESDAY, 12th March.
EMPEROR OF CHINA*.....Comdr. R. Archibald, R.N.R.WEDNESDAY, and April.
TARTAR*.....Comdr. E. Beetham, R.N.R.WEDNESDAY, 16th April.
EMPEROR OF INDIA*.....Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 23rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Retain tickets to various points in selected routes, Good for 4, 6, 9 and 12 months.

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The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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For further information, Mpix, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 19th February, 1902.

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PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

C. FERD. LAEISZ	HAVRE and HAMBURG.	26th Feb.	Freight.
Fuchs	(Calling at SINGAPORE and PENANG).		
SITHONIA	HAVRE and HAMBURG.	15th May.	Freight.
Roerden	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	MARSEILLES, HAVRE & HAMBURG.	27th May.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG).		
ARMENIA	GENOA and HAMBURG.	1st April.	Freight.
Sachs	(Calling at SINGAPORE).		
BAMBERG	HAVRE and HAMBURG.	10th April.	Freight.
Zurhause	(Calling at SINGAPORE and COLOMBO).		
SEGOVIA	HAVRE and HAMBURG.	20th April.	Freight.
Foerster	(Calling at SINGAPORE and PENANG).		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office,
No. 1, Queen's Building.

Hongkong, 19th February, 1902.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons are unclaimed at the Post Office:

Atkinson, J. J. Ewing, Tuan
Art, Hon. Albert von Earle, J. W.
Arxer, Fuan Earmshaw, M.
Ah Fook Eastern General Agency
Allarakha, Sato Ellis, Vivian
Alexander, M. R. Edwards, W. J.
Adamsen, Mrs. Hans Farrin, Miss E. L.
Ah Pooi Finch, R.
Allahditta Khan Fraser, Mrs.
Abdul Ilasau Franks, G.
Ahversing, Mr. Guster, Gapi, W. L.
Adamson, S. Fuster, Gapi, W. L.
Anderson, W. A. Fuster, Gapi, W. L.
Anderson, Mrs. A. J. Fuster, Gapi, W. L.
Ancilina, Miss L. Fuster, Gapi, W. L.
Apice, G. D. Fuster, Gapi, W. L.
Alfred, Mrs. Fuster, Gapi, W. L.
Andersen, K. Fuster, Gapi, W. L.
Allix, Maurice Fenton, C.
Addries, M. Finleyson, Mrs.
Brown, Rev. A. J. Fisher, H. W.
Bruce, Mrs. Falkiner, Dr. A. C.
Buno, Col. Pelham Farnier, R. L.
Brutter, R. H. Farnier, R. L.
Buker, Mrs. N. Farnier, R. L.
Benson, F. Farnier, R. L.
Burke, F. C. Farnier, R. L.
Bauer, E. G. Farnier, R. L.
Bauer, Henry Farnier, R. L.
Botsch, K. Farnier, R. L.
Bishan Singh Farnier, R. L.
Banina, E. E. Farnier, R. L.
Bougat, E. Farnier, R. L.
Burrow, B. F. Farnier, R. L.
Brandt & Co. Farnier, R. L.
Brixius, Vic. Farnier, R. L.
Bruce, A. M. Farnier, R. L.
Brown, F. W. Farnier, R. L.
Brand, S. Farnier, R. L.
Brown, Geo. Farnier, R. L.
Brighthwaite, Geo. Farnier, R. L.
Brown, Miss I. Farnier, R. L.
Bennett, Mrs. I. E. Farnier, R. L.
Bell, Jack Farnier, R. L.
Bishop, W. C. Farnier, R. L.
Bishan Singh Farnier, R. L.
Babu, M. Farnier, R. L.
Baboo, C. Malai Farnier, R. L.
Black, G. Farnier, R. L.
Brown & Co., Messrs. Farnier, R. L.
Burden, W. G. Farnier, R. L.
Bond, Mr. Farnier, R. L.
Brumham, W. Farnier, R. L.
Bailey, Miss F. Farnier, R. L.
Bishop & Co. Farnier, R. L.
Burdett, L. J. Farnier, R. L.
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Black, Wm. Farnier, R. L.
Beach, Miss E. Farnier, R. L.
Bell, Miss E. Farnier, R. L.
Brown, Thomas Farnier, R. L.
Boake, A. Farnier, R. L.
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Black, Wm. Farnier, R. L.
Beach, Miss E. Farnier, R. L.
Bell, Miss E. Farnier, R. L.
Brown, Thomas

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
MANILA	"TAIYUAN"*	27th February.
TIENTSIN	"SUNGKUANG"*	28th February.
SHANGHAI	"WHAMPAO"*	3rd March.
MANILA	"TSIMAN"*	6th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"*	6th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GALCHAS"	26th February, 1902.
"	"NESTOR"	6th March,
"	"DARDANUS"	12th "
"	"PROMETHEUS"	19th "

HOMEWARDS.

FOR LONDON.		
"AJAX"		4th March, 1902.
"ULYSSES"		18th "
"ANTENOR"		1st April, "
"DARDANUS"		15th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).		15th Mar., 1902.
"TYDEUS"		

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and "KNIGHT COMPANION," between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 20th March.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

Hongkong, 24th February, 1902.

[1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOOCHOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 26th February.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 2nd March.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 5th March.
FOR TAMSUI*	"DAIGI MARU"	T. Kitano	SUNDAY, 9th March.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside, the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th February, 1902.

[1379c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th February, 1902.

[160d]

TOYO-KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

1,876 Tons, will be despatched hence for MANILA, on or about MONDAY, the 3rd March, at 11 A.M.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Princes Building, Ice House Street.

Hongkong, 18th February, 1902.

[171d]

Hongkong, 21st February, 1902.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 24th February, 1902.

[126d]

FOR PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 25th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 24th February, 1902.

[126d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for the above Port, on WEDNESDAY, the 26th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMEY & CO., General Managers.

Hongkong, 22nd February, 1902.

[125d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLEN GARRY,"

Captain J. S. Stevens, R.N.R., will be despatched as above on SATURDAY, the 1st March.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 24th February, 1902.

[114d]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant, will be subject to rent. No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 20th February, 1902.

[125d]

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—, ICE HOUSE ROAD.

NOT RESPONSIBLE FOR DEBTS.

For full Particulars, &c., &c.

Apply to

S. J. GODWIN, Acting Manager.

AGENDA.

Gospel Hall,
6 Arsenal Street, Top Floor,
Off Queen's Road, East.
Meetings are held as follows:-

SUNDAY, Acts 2:42 11 a.m.
Gospel Address 6 p.m.

TUESDAY, Soldiers & Sailors Bible Class. 6 p.m.

THURSDAY, General Bible Class 6 p.m.

SATURDAY, Prayer Meeting 6 p.m.
A Hearty Welcome given to all.

TO-DAY, WEATHER REPORT. On date at On date at to a.m. 4 p.m.
Barometer 30.21 30.10
Temperature 67° 66
Humidity 64 78
Rainfall —

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Lightning*) to-morrow.
Indian (*Kumsang*) to-morrow.
English (*Oriental*) 28th inst.
American (*Hongkong Maru*) 28th inst.
French (*Oceanien*) 1st prox.
German (*Sachsen*) 4th prox.
American (*China*) 7th prox.
American (*Doric*) 13th prox.

* * *
The C. M. Co.'s steamer *Pinesuey* left Kobe on the 19th inst. for Shanghai and Hongkong.

* * *
The C. M. Co.'s steamer *Paking* left Victoria B.C. on the 10th inst. for Japan and Hongkong.

* * *
The B. & S. Co.'s steamer *Calchas* from Glasgow and Liverpool will leave for Shanghai on the 25th inst.

* * *
The M. M. Co.'s steamer *Oceanus* with the outward French Mail, left Singapore on Sunday the 23rd inst. at 1 a.m.

* * *
The N. Y. K. Co.'s steamer *Ava Maru* (European Line) left Singapore for this port on the 21st inst., and is expected to arrive here on the 27th inst.

* * *
The N. V. K. Co.'s steamer *Kumano Maru* (Australian Line) left Manila for this port on the 23rd inst. at noon and is expected to arrive here on the 25th inst.

* * *
The Imperial German Mail steamer *Sachsen* left Kobe via Nagasaki and Shanghai on Sunday p.m., the 23rd inst., and may be expected here on or about Tuesday the 4th prox.

* * *
The P. & O. S. N. Co.'s steamer *Oriental* left Singapore for this port on the 23rd inst., at noon with the Outward English Mails, and is due here on the 28th inst., at about 4 p.m. She is believed to be bringing on the French Mails also.

HONGKONG AND WHANPOA DOCK RETURNS.
Skransad at Kowloon Dock.
Arnold Layken " "
Triton " "
Gloucester City " "
Kaisers Augustia " "
Hinlung " "
Hoihao " "
Argus " "
Petrarch " "
Daphne " "
Lyneoon " "
Gaelic " "
Ela " "
Bathal " "

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:-

December 3rd.

The officers of the German s.s. *Ph. C. C. Kao* are:- Capt. T. A. Morris, chief officer; T. V. Brisku, 2nd officer; H. Oldsen, chief engineer; G. Kistel, 2nd engineer; P. Konnowski, 3rd engineer; J. Beyer.

December 27th.

The officers of the steamer *Chingtu* are:- Capt. Williams, chief officer; J. McGregor; 2nd officer; E. Herbert; 3rd officer; Aley Connor; chief engineer; Mr. Kerr; 2nd engineer; Archibald; 3rd engineer; Johnstone; 4th engineer; Swing.

January 4th.

The officers of the steamer *Rosetta Maru* are as follows:- Captain N. Tate; chief officer, T. Volquaert; 2nd officer, U. Uono; 3rd officer, H. Hinokuma; purser, Mr. Togo; and chief engineer, D. Luttip.

January 6th.

The s.s. *Education* D. Arthen and mate.

January 8th.

The officer of the s.s. *Kintuck* are:- 2nd engineer Blackie, gone on leave; 3rd engineer Chisholm, promoted to Raisin C and 4th engineer left Company. New 2nd engineer Thomas, 3rd engineer Hickman, 4th engineer, Swing.

Minus.

January 10th.

The officers and engineers on board s.s. *Yuenlong* are:- Mr. Meyrick, chief officer; R. L. Threlfall, 2nd officer; H. W. Wise, 3rd officer; Mr. W. G. Gow, chief engineer; Mr. Thomas, 2nd engineer; Mr. Chapman, 3rd Mr. Sutton, 4th engineer; Mr. Herbert, late chief officer transferred to s.s. *Chrysang*.

January 12th.

Mr. Hutchison, second officer of the s.s. *Whampoa*, has been appointed chief officer of the s.s. *Nippon*.

Mr. Robert Watson has been appointed second officer of the s.s. *Whampoa* vice Mr. Hutchison, promoted.

February 1st.

The officer of the s.s. *Lin Ssang* are:- Capt. W. O. M. Young, chief officer; G. J. L. Netherton, 2nd officer; J. C. Daily, chief engineer; J. Gillies, and engineer J. Davison, 3rd engineer; W. Elder.

VISITORS AT THE KOWLOON HOTEL.

Anderson, Capt. and *Crockett*, Miss. Mrs. (H.K.R.) *Carlsen*, Capt. and Mrs. *Barrett*, Lieut. & Mrs. *Holden*, Capt. A. S. (H.K.R.) *James*, Mr. and Mrs. *Bilbrough*, C. T. S. *B*. *Bilbrough*, Mrs. *Jones*, Fr. *Bect*, *Christen*, Capt. O. J. *Crockett*, Mrs. *Riley*, V.

VISITORS AT THE HONGKONG HOTEL.

Allan, Mr. and Mrs. *Joseph*, Mr. and Mrs. E. S. *Allison*, J. H. *Judell*, Mr. & Mrs. *Angus*, Mrs. *Kagakevich*, D. *Bailey*, W. S. *Keanan*, J. *Kennedy*, Mrs. C. W. *Barlow*, F. C. *King*, Major H. S. *Bath*, A. H. *Kirkwood*, J. *Bayne*, Mrs. *Koenig*, Mr. *Bell*, J. T. *Koethner*, Capt. *Beringer*, Dr. *Kuhne*, F. *Bervins*, Mrs. H. M. *Larne*, Mr. *Black*, J. *Mackie*, Gordon *Bonner*, E. A. *Marlow*, W. T. *Bower*, Mr. *May*, W. Leonard *Brabazon*, R. A. *McLellan*, Mrs. E. E. *Brown*, Miss May *Michael*, S. J. *Buttinkshaw*, Major *Milton*, Mr. and Mrs. *Minott*, M. *Murchie*, F. *Nichols*, Mrs. C. B. *Oliver*, Mr. and Mrs. J. W. L. and 2 children *Parfitt*, W. *Patrick*, Capt. A. N. *Colin*, J. S. *Pearce*, Dr. W. W. *Dale*, Mrs. F. A. *Peaty*, Miss *Davies*, Mrs. W. and child *Pinchbeck*, E. *Mr. & Mrs.* *Dittrich*, G. M. *Pitcher*, A. J. *Discombe*, G. M. *Pollock*, L. *Ponting*, H. G. *Dunford*, Capt. & Mrs. *Pott*, M. and child *Powell*, S. J. *Price*, H. *Earshaw*, Mr. & Mrs. *Radcliffe*, R. E., Capt. *Evans*, N. G. *Raphael*, Hy. *Foye*, A. L. *Read*, H. H. *Gause*, F. T. *Riches*, Mrs. H. G. *Geissler*, H. E. Adm. *Robertson*, W. R. *Robson*, Miss *Scudder*, Miss *Glover*, C. *Seanan*, G. *Grant*, G. C. L. *Grant*, John *Grant*, P. *Golding*, Miss *Guilley*, Miss *Handelman*, Mr. J. *Hanson*, B. E. *Haworth*, C. *Heaps*, E. O. *Heckford*, R. G. *Henderson*, G. E. *Hills*, T. W. *Hobden*, Mr. *Hollingsworth*, A. *Howard*, Thos. *Hawkins*, Mr. and Mrs. H. L. *Hughes*, W. K. *Huke*, A. N. *Jenkins*, S. E. *Jo*, S. *Johansen*, Mr. and Mrs. *Wooden*, J. J.

VISITORS AT THE CONNAUGHT HOTEL.

Ascole, Mrs. C. & child *Lyon*, Mr. and Mrs. & Alfred, Mrs. *2 children* *MacKenzie*, Mrs. C. *Arnold*, H. *Manero*, R. *Clutton*, Mrs. M. *McMillan*, A. C. *Clutton*, Miss B. *Mepherison*, Mrs. *Pontifex*, E. C. *Conolly*, Mr. and Mrs. *Robinson*, Mr. & Mrs. *Cynane*, Mr. *Smith*, Mr. and Mrs. *Fairchild*, Mr. *D. L.* *Gayoso*, Mr. *Gonzales*, Mr. *Stanford*, W. E. D. *Gumpert*, Mr. and Mrs. *Sutton*, Mr. *E.* *Hindmarsh*, Mr. & Mrs. *Tinsley*, Miss T. W. *Homan*, Miss *Hurri*, A. *Ironside*, Mr. *Wild*, Mr. and Mrs. *Jenkins*, Mr. & Mrs. *Wilson*, J. A. *Landie*, Mr. and Mrs. *Wilton*, Mrs. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James *Law*, D. R. *Benson*, Capt. and Mrs. *Leibaud*, Mrs. *Bewley*, R. A. M. C., Capt. *Leibaud*, E. V. *Blood*, G. *Lyne*, R. N., Lt.-Comdr. *Bonner*, J. W. C. *Lyne*, Mrs. *Brown*, R. E., Col. L. F. *Marchedelli*, Mrs. & Miss *Bryne*, H. F. R. *Martin*, R. *Bryant*, G. H. *Cartwright*, Miss *Chapman*, Mr. and Mrs. *Mrs. A.* *Connell*, Mr. and Mrs. *McDermott*, A. P. *Mitchell*, Robert *Osborne*, R. A., Major *Perfet*, G. *Grosvenor* *Dann*, Mr. and Mrs. G. *Pitt*, Mr. John, R. N. *H.* *Davies*, W. *Drayson*, Mr. & Mrs. *Ducker*, R. N. *Ducker*, Miss M. *Edmondston*, E. B. *Eyre*, Mrs. *Eriekiel*, J. S. *Ferrier*, A. P. D. *Col*, and Mrs. *Forbes*, Andrew *Grimble*, Geo. *Hamilton*, Major *Hewitt*, A. P. D. *Col*, Capt. *Houten*, J. von *Hughes*, R. A. M. G., Lt. *Col*, *James*, R. A., Major and Mrs. *Mrs. A. G.* and child *Jeffries*, H. N. *Johnson*, C. R. A., Lieut. *Col*, R. F. *Bateson*

CRAIGIEBURN.

Brown, Mr. and Mrs. *Ough*, Mr. and Mrs. H. *Matheson*, *George*, Mr. and Mrs. C. *Simpson*, Capt. & Mrs. *Surplice*, Mr. and Mrs. *Helms*, W. *Henderson*, Mrs. F. H. F. R. C. *Hing*, Mr. and Mrs. E. Whitley, R. A. M. C., Major *Pryne*, Capt. and Mrs. M. J.

VISITORS AT THE QUEEN'S HOTEL.

Bartling, W. *Nesbit*, Mr. *Nobbs*, A. P. *Clausen*, Mrs. N. *Simson*, R. N., Lt. and *Edmunds*, Mr. & Mrs. *Mrs. Spicer* *E. and child* *Reddick*, Mr. *Roberts*, A. G. *Hubber*, F. *Shepherd*, F. B. *Jacob*, Mrs. and child *Standbury*, R. N., Lieut. *Lowin*, Lieut.-Col. and Mrs. and child *Tago*, S. *Matsdo*, Mr. & Mrs. K. *Wiesse*, Mrs. W. *Mestres*, M. *Meyer*, R. *Moch*, Mr.

VISITORS AT THE KOWLOON HOTEL.

Anderdon, Capt. and *Crockett*, Miss. *Mrs. (H.K.R.) Carlsen*, Capt. and Mrs. *Barrett*, Lieut. & Mrs. *Holden*, Capt. A. S. (H.K.R.) *James*, Mr. and Mrs. *Bilbrough*, C. T. S. *B*. *Bilbrough*, Mrs. *Jones*, Fr. *Bect*, *Christen*, Capt. O. J. *Crockett*, Mrs. *Riley*, V.

THE SHARE MARKET.

LATEST QUOTATIONS.

(FEBRUARY 24th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$600 sellers
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	\$0.15/
The Bank of China and Japan, Limited—(Deferred)	\$ 1	nominal
National Bank of China, Limited—Do.	\$ 8	\$27 1/2
Founders	\$ 1	\$10 sellers
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$350 buyers
China Traders' Insurance Company, Limited	\$ 25	\$56 sellers
North China Insurance Company, Limited	\$ 25	Taels 190 buyers
Yangtze Insurance Association, Limited	\$ 60	\$130
Canton Insurance Office, Limited	\$ 50	\$157 1/2
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$397 1/2 sellers
China Fire Insurance Company, Limited	\$ 50	\$91 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$37
Indo-China Steam Navigation Company	\$ 10	\$145 sellers
China and Manila Steamship Company, Limited	\$ 50	\$50 sellers
Douglas Steamship Company, Limited	\$ 50	\$43 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	\$ 10	\$10
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 10	\$7.10
Star Ferry Company, Limited	\$ 21	\$9 sellers
Shell Transport and Trading Company, Limited	1	£2 sellers
Shanghai Tug Boat Company, Limited	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited	Taels 50	Taels 175
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$143 sellers
Luzon Sugar Refining Company, Limited	\$ 100	\$35 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77
Mining.		
Punjom Mining Company, Limited	\$ 10	\$42 sellers
Punjom Mining Preference Shares	\$ 5	\$42 sellers
Société Française des Charbonnages du Tonkin	Francs	

Post Office.

A Mail will close:

For Canton—Per *Hankow*, to-morrow, the 25th instant, at 7.30 A.M.
For Singapore and Bangkok—Per *Kohsi-chang*, to-morrow, the 25th instant, at 9 A.M.
For Penang and Calcutta—Per *Arratoon Achar*, to-morrow, the 25th instant, at 11 A.M.
For Tientsin—Per *Nanchang*, to-morrow, the 25th instant, at 11 A.M.
For Macao—Per *Huashan*, to-morrow, the 25th instant, at 1.15 P.M.
For Tientsin—Per *Ariel*, to-morrow, the 25th instant, at 2 P.M.
For Amoy—Per *Hong Moh*, to-morrow, the 25th instant, at 3 P.M.
For Kuching and Sunshui—Per *Tung-kong*, to-morrow, the 25th instant, at 3 P.M.
For Swatow, Amoy and Foochow—Per *Abing*, to-morrow, the 25th instant, at 5 P.M.
For Canton—Per *Powah*, to-morrow, the 25th instant, at 5 P.M.
For Singapore—Per *C. Ferd. Lætitia*, to-morrow, the 25th instant, at 5 P.M.
For Hongay—Per *Hingtan*, to-morrow, the 25th instant, at 5 P.M.
For Canton—Per *Houan*, on Wednesday, the 26th instant, at 7.30 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, on Wednesday, the 26th instant, at 11 A.M.
For Manila—Per *Kubu*, on Wednesday, the 26th instant, at 11 A.M.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Cuthbert*, on Thursday, the 27th instant, at 4 P.M.
For Manila—Per *Taiyuan*, on Thursday, the 27th instant, at 11 A.M.
For Singapore, Penang and Calcutta—Per *Lightning*, on Thursday, the 27th instant, at 2 P.M.
For Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per *Koga Maru*, on Thursday, the 27th instant, at 3 P.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru*, on Thursday, the 27th instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gaelic*, on Friday, the 28th instant, at 11 A.M.
For Shanghai—Per *Whampoa*, on Friday, the 28th instant, at 4 P.M.
For Tientsin—Per *Sverigian*, on Friday, the 28th instant, at 4 P.M.
For Europe, E.C., India, via *Tuticorin*—Per *Chusan*, on Saturday, the 1st Mar., at 10.45 A.M.
For Europe, E.C., India, via *Tuticorin*—Per *Sachsen*, on Wednesday, the 5th March, at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane and Sydney—Per *Tsinan*, on Thursday, the 6th March, at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 12th March, at 11 A.M.

OPIUM QUOTATIONS.

Hongkong, 24th February.

To-day's quotations are as follows:—

BENGAL—New Patna	④ 59½	Per chest.
Old Patna	④ 92½	
New Benares	④ 91½	
Old Benares	④ 92½ nom.	Per picul.
MALWA—New	④ 58½	
Last year's	④ 94½/60	
2/3 years' old	④ 92½/30	
3/4 years' old	④ 93½/40	
Puttefari	④ 94½	
PERSIAN—Superior drug was sold. ④ 600		

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, *Lossius*,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, and Macao Steamboat Co.
Powah, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hawke, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,21, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

Sainam, British steamer, W. Dixon,—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

Anping, Chinese steamer, 1,250, McKinnon, 22nd Feb.,—Canton 21st Feb., General—C. M. S. N. Co.

Anping Maru, Japanese steamer, 1,053, K. Suzuki, 22nd Feb.,—Foochow 16th Feb., Amoy 20th, and Swatow 21st, General—Mitsui Bussan Kaisha.

ARNOLD LUVREN, German steamer, 1,032, Payson, 15th Feb.,—Moj 9th Feb., Coals—Mitsui Bussan Kaisha.

ARRATON APCAR, British steamer, 2,860, E. Fey, 16th Feb.,—Calcutta via Penang and Singapore 8th February, General—David Sission, Sons & Co.

ATHENIAN, British steamer, 2,440, H. Mowatt, 14th Feb.,—Vancouver 13th Jan., and Shanghai 11th Feb., General—C. F. R. Co.

BAIKAL, Russian steamer, 717, Kashkiu, 13th Jan.,—Manila 9th Jan., Ballast—Order.

BRAND, Norwegian steamer, 1,519, John Thorsen, 15th Feb.,—Singapore 29th Jan., Timber—Dowell & Co., Ld.

CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 6th Feb.,—Haiphong 30th Jan., and Hoichow 31st Feb., General—Jenssen & Co.

DAPHNE, German steamer, 1,291, E. Schipper, 1st Feb.,—Swatow 31st Jan., Ballast—Siemssen & Co.

DICIMA, German steamer, 794, H. Schlaikier, 20th Feb.,—Saigon 15th Feb., Rice—Sander, Wieler & Co.

ESTERIAN	British steamer, 3,500, <i>Winthrop Ellis</i> , 20th Feb.,—Sydney 28th Jan., Townsville 1st Feb., Cooktown 2nd, Port Darwin 8th, Timor 10th, and Manila 17th, General—Gibb, Livingston & Co.	<i>Ocean</i> , 1st-class battleship, 12,500 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., Practice.	<i>Pederomir</i> , Russian torpedo boat, 33 tons, 1 gun, 220 h.p., 16 knots.	<i>Varaville</i> , U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
ELSA	German steamer, 1,702, P. Schonwandt, 20th Feb.,—Moj 14th February, Coal—Shewan, Tomes & Co.	<i>Orlando</i> , 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.	<i>Sikhs</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>New York</i> , U.S. cruiser, 4,083 tons, Capt. B. McLanahan, at Manila.
EMPEROR OF JAPAN	British steamer, 3,003, H. Rybus, R.N.R., 20th Feb.,—Vancouver via Ports 27th Jan., and Shanghai 17th, Mails and General—C. P. R. Co.	<i>Otter</i> , torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comr. C. P. Mansel, Hongkong.	<i>Sikhs</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Oregon</i> , 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 i.h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
FUKU MARU	Japanese steamer, 1,825, K. Ito, 16th Feb.,—Karatu 10th Feb., Coal—Mitsui Jissan Kaisha.	<i>Pigmy</i> , 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.	<i>Sikhs</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Petrel</i> , U.S. gunboat, 892 tons, 4 guns, 1,095 i.h.p., Comdr. C. C. Cornwell, at Manila.
GALIC	British steamer, 2,691, William Finch, R.N.R., 20th Feb.,—San Francisco 21st Jan., Honolulu 28th, Yokohama 11th Feb., Kobe 12th, Nagasaki 15th, and Shanghai 17th, Mails and General—Gibb, Livingston & Co.	<i>Plover</i> , 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Wattis Jones, en route Singapore.	<i>Sikhs</i> , Russian torpedo boat, 87 tons, 4 guns, 970 i.h.p., 10 knots.	<i>Princeton</i> , U.S. gunboat, 1,000 tons, 6 guns, 800 i.h.p., Comdr. Selfridge, at Manila.
HINSUNG	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Ramster</i> , surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.	<i>Sikhs</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Scindia</i> , U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.A., at Hongkong.
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Redpole</i> , 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Singapore.	<i>Sikhs</i> , Russian torpedo boat, 1,10 tons, 4 guns, 1,800 i.h.p., 22 knots.	<i>Wheeling</i> , U.S. gunboat, 1,000 tons, 6 guns, 1,081 i.h.p., Com. W. T. Burwell, at Manila.
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Snipe</i> , twin screw, and-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.	<i>Sikhs</i> , Russian torpedo boat, 1,10 tons, 4 guns, 1,800 i.h.p., 22 knots.	<i>Wilkes</i> , U.S. gunboat, 2,222 tons, Capt. C. O. Allibone, at Amoy.
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Stork</i> , 1st class gunboat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Yorke</i> , U.S. gunboat, 1,710 tons, 6 guns, 3,392 i.h.p., Comdr. C. S. Sperry, at Manila.	<i>Yorke</i> , U.S. converted cruiser, 6,179 tons, to guns, 3,800 i.h.p., Capt. G. E. Ide, at Manila.
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Strauss</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	<i>Zafiro</i> , U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.	
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	RUSSIAN TORPEDO FLOTILLA.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	(SEA GOING).		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Borgo</i> , 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 i.h.p., speed 12 knots.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Kevel</i> , 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 750 i.h.p., speed 22 knots.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Ussuri</i> , Russian torpedo boat, 140 tons, 4 guns, 1,800 i.h.p., 22 knots.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	Flagship of Vice-Admiral Alexeiev.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	Flagship of Rear-Admiral F. V. Dubossaroff.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	Flagship of Rear-Admiral Reconoff.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	THE GERMAN SQUADRON.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Bussard</i> , German cruiser, 1,830 tons, 8 guns, Comdr. von Bisswitz, at Saigon.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Fuerst Bismarck</i> , German flagship, 6,065 tons, 30 guns, Capt. Friederick, at Singapor.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Gesetz</i> , German cruiser, 4,100 tons, 10 guns, 9,000 i.h.p., Capt. Rollmann, at Amoy.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Geier</i> , German cruiser, 1,600 tons, 8 guns, Capt. Baser, at Shanghai.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Han</i> , German despatch-vessel, 2,000 tons, 12 Capt. Ruppel, at Woosung.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	JAPANESE MEN-OF-WAR.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	Battleships.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Asahi</i> , 1st class, 15,000 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.		
HINSHING	British steamer, 2,500, R. M. Beres, 21st Feb.,—Lake, 6th Feb.,—Moj 31st Jan., Coal—Jardine, Matheson & Co.	<i>Yashima</i> , 1st class, 12,400 tons, 38 guns, 14,000 i.h.p., at Kure.		